

Rezoning Transportation Analysis

Petition Number: #2021-198

General Location Identifier: Tax ID 18712322

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
12-23-21	First Review (WB)
11-23-22	Second Review (IW)

General Review Information

The petition is located adjacent to Providence Road, a State-maintained major thoroughfare. The petition is located in the South Wedge outside Route 4.

Active Projects Near the Site:

- N/A

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on a State-maintained major thoroughfare, Providence Road. A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips.

Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to labeling and dimensioning the right-of-way, and including clarifying conditional notes. Further details are listed below. The site has committed to relocating the proposed private driveway away from the signalized intersection per NCDOT's requirements.

Rezoning Transportation Analysis

Petition Number: #2021-198

General Location Identifier: Tax ID 18712322

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 Dwellings	10	Tax Record
Entitled Use	Single Family (R-3 1.82 acres)	5 Dwellings	50	General Guidance from Planning
Proposed Use	Townhomes	17 Units	90	Site Plan: 11/4/22

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

Outstanding Comment from 12-23-21

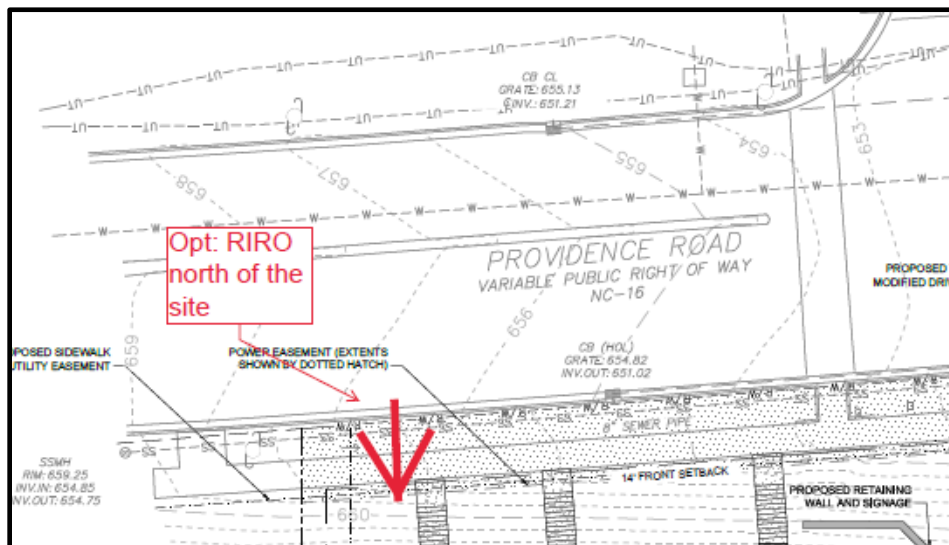
Providence Road: The future curb line will be located 41' from the center line to the back of curb; however, the curb line will remain in its current location.

Label and dimension the existing and future curb and gutter from the centerline for each road on the site plan.

2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

3. ~~NCDOT will not allow this private driveway to have full access at this existing signalized intersection. NCDOT recommends a right in right out (RIRO) limited access north of the signalized intersection.~~



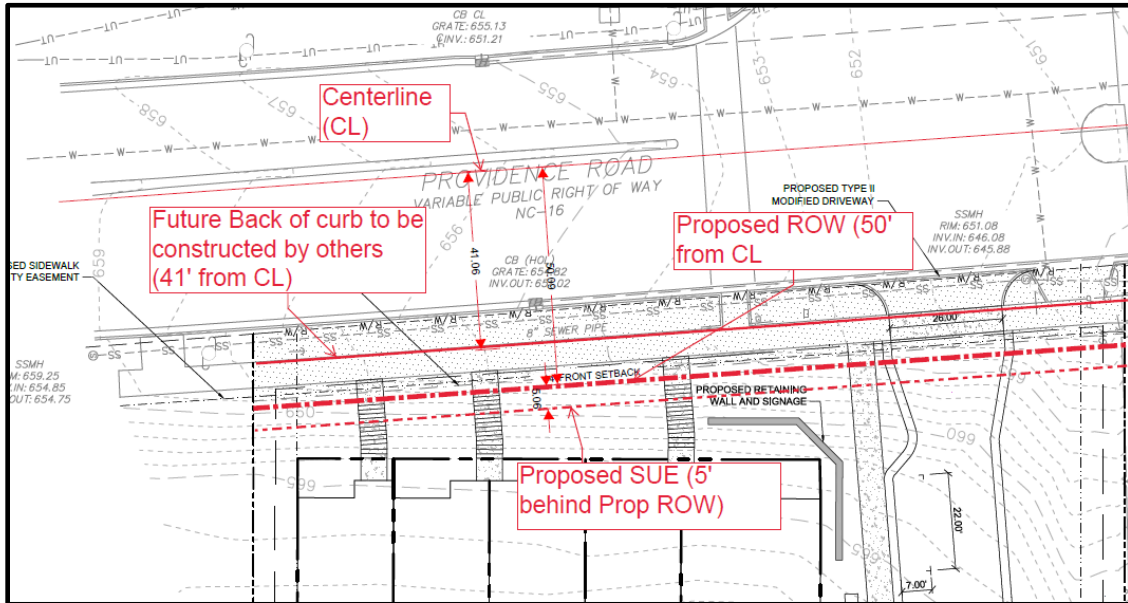
4. **Outstanding Comment from 12-23-21** Revise site plan and conditional notes to commit to dedicate 50-foot right-of-way from the Providence Road centerline. The site plan shall label and dimension the right-of-way from the road centerline. (refer to Note 6. figure)

Rezoning Transportation Analysis

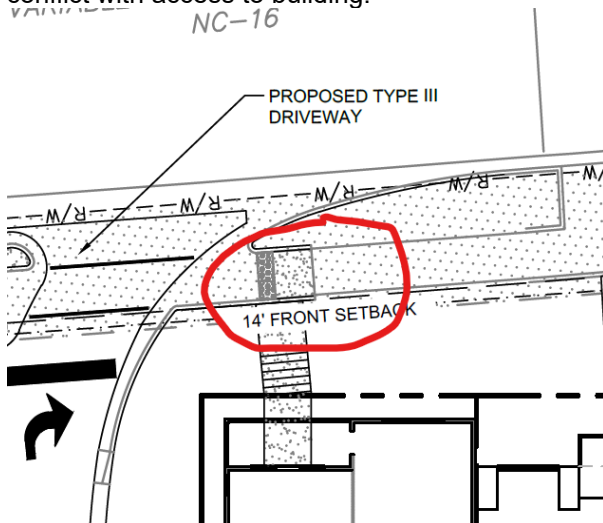
Petition Number: #2021-198

General Location Identifier: Tax ID 18712322

5. **Outstanding Comment from 12-23-2021** Site plan and conditional notes revisions are needed to commit to construct bicycle facilities by installing a 12' multi-use path with an 8' planting strip to meet the City Charlotte BIKE Policy.
6. **Outstanding Comment from 12-23-2021** Revise site plan and conditional notes to commit to dedicate 5-foot sidewalk utility easement measured from the proposed right-of-way. CDOT requests that no steps be located within the SUE as the future sidewalk will be constructed therein. The site plan shall label and dimension the SUE from the proposed right-of-way.



7. **Outstanding Comment from 12-23-2021** Revise site plan to identify the location and container type for waste collection. Maneuvering not permitted in right-of-way or setback. Site plan design must accommodate ingress/egress maneuvering path of design vehicles.
8. **New Comment Based on 11-04-22 site plan:** The relocated driveway now creates a conflict with access to building. Revise and update site plan so that ramp leading to driveway access does not conflict with access to building.



Rezoning Transportation Analysis

Petition Number: #2021-198

General Location Identifier: Tax ID 18712322

9. ~~Revise Conditional note to reference the Providence Road, not North Davidson Street.~~

III. TRANSPORTATION

1. AS DEPICTED ON THE REZONING PLAN, THE SITE WILL BE SERVED BY AN INTERNAL PRIVATE DRIVE AND ALLEYS, AND MINOR ADJUSTMENTS TO THE LOCATION OF THE INTERNAL DRIVE AND/OR ALLEYS SHALL BE ALLOWED DURING THE CONSTRUCTION PERMITTING PROCESS.
2. A MAXIMUM OF ONE (1) ACCESS POINT SHALL BE PROVIDED ALONG ~~N DAVIDSON STREET~~, AS GENERALLY DEPICTED ON THE REZONING PLAN.

10. **Outstanding Comment from 12-23-2021** Add a site plan note specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.
11. **Outstanding Comment from 12-23-2021** Add a site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
12. **Outstanding Comment from 12-23-21** Add conditional note "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad South western Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation.

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Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>